

Cedric daylight Friday for Titanic crew. Answer.

"Telegraph, New York: "Think most unwise keep Titanic crew until Saturday. Strongly urge detaining Cedric, sailing her midnight if desirable." "YAMSI."

"Telegraph, New York: "Unless you have good and substantial reason for not holding Cedric, please arrange to do so. Most undesirable have crew New York so long." "YAMSI."

Scope of Further Inquiry.

The investigation will go on in Washington at 10:30 o'clock to-morrow morning. The surviving officers and sixteen of the crew have been subpoenaed to be there, the balance of the men being allowed to sail yesterday morning on the Lapland. The further testimony will be of the highest importance. It is to be settled definitely whether the log, which the ancient law of the sea requires to be saved first, was saved and then the inquiry will turn to the lifeboats. The Senators will insist on knowing if the boats were adequately provisioned; they will find out if crews had been assigned to every boat; if they were trained to the use of small boats. They will learn what had been done in the matter of drills, whether the men had ever been in the boats at all before they were forced to go in.

Mr. Ismay will be called again at Washington with Vice-President Franklin and they will be asked a new line of questions which may aid in fixing responsibility.

Just as another sidelight it was disclosed that the White Star management had ordered that all other ships of the service receive additional equipment in lifeboats immediately, these to be sufficient in number to give every person aboard a chance for escape.

The crowd of those drawn to the inquiry at the Waldorf-Astoria had grown so large yesterday morning that the meeting was held in the larger Myrtle room instead of the East room. Men and women not only occupied all the chairs but crowded around the walls and stood in the doorways craning forward to catch every word said. Mr. Ismay and Mr. Franklin appeared in good time and took seats behind the table of the Senators. Mr. Ismay appeared to be in better spirits and chatted freely with Marconi and other wireless chiefs who were there to help in getting the aerial communication history accurate. Just behind the witness seat sat Inez Mulholland with several other women back of her. Scattered throughout the room were lawyers and representatives of law firms, many of them taking notes.

Many of the other women appeared to have come up from Beacon Alley out of curiosity just as the men might have wandered up from the cafe. There was endless confusion from the goings and the comings of these people, the scurrying of messengers and the endless clicks of cameras, which culminated finally in a flashlight explosion which shook the hotel and nearly resulted in the room being cleared.

Young Cottam, the Carpathia operator, a late witness of Friday night, appeared first on the stand. Senator Smith wanted first to clear up from him the sequence of the messages between the two ships. "Will you restate your captain's last message to the Titanic?" Cottam was asked.

"The captain sent a message to the effect that they were to have the lifeboats ready; we had got our ready and were steaming as fast as we could in the direction of the vessel."

Q. Anything further said? A. No, sir. Q. And you received no further answer? A. No, sir.

Cottam said that he had not been able to get into communication with the coast during the rush of the Carpathia to the Titanic, but he was in communication with some vessel or the other all of the time. He received messages from the Baltic, but he could not remember exactly what they were. They were official messages, but the witness did not know whether they were signed by the captain of the Baltic. He had no time to take records of them.

Battle Informer of All at 10:30 A. M.

"I will ask you specifically," said Senator Smith, "whether you received any message indicating a desire that a true state of things be kept as confidential?"

"No, sir," was the emphatic response. "I informed the Baltic of the whole catastrophe about half past 10 o'clock in the morning, the morning after the wreck."

Q. You communicated these facts to the Baltic? A. Yes, sir. Q. Do you know how far out the Baltic was at the time; how far she was from you? A. I could not say, sir, but she was steaming in the direction of the wreck.

Q. And can you recall what was said in the message of 10:29 o'clock on Monday morning? A. I told her of the distress signal received earlier on the previous night and told her that we had been to the wreck and picked up as many passengers as we could find, and were returning to New York.

Q. Did you say anything about Halifax? A. No, sir. Not at that time.

Cottam explained then that at first the captain had decided to go to Halifax, but later had changed his mind and headed for New York.

Q. You say the Carpathia was bound for Halifax? A. Yes, sir. Q. Then you said he told me, three or four ships about us wanted to know where we were bound for and the captain said he was not decided; he thought we would go to Halifax, but later in the morning he changed his mind.

Cottam thought this may have been about noon. It was only necessary to make a slight change in the course to go to New York.

No Message of All Being Saved.

Q. Did you at any time on Monday send a message to the Baltic or to any other office to the effect that all passengers had been saved and that the Titanic was being towed to Halifax? A. No, sir, or nothing resembling that.

Q. Then you did not attempt to withhold the exact facts concerning the sinking of the Titanic? A. No, sir.

Cottam never heard of that rumor and later said that he believed his messages had been picked up not only by the Baltic but by the Virginian, the Californian and other ships near by. He did not send a message saying all had been saved; he had not been asked to do so and never knew that such a message had been sent or received by any person.

Q. You knew that such a message would have been false? A. Yes, sir. Q. If the White Star Line sent this message, J. A. Hughes, Huntington, V. Va., Titanic producer to Halifax, passengers would probably land there Wednesday, all safely.

WHITE STAR LINE.

They did not obtain this information from any one.

Cottam declared that no other person could have sent the message from the Carpathia because he went on duty on Sunday night and came off a couple of days later. He sat at his post all of

Sunday night, all day on Monday and Monday night, Tuesday during the day, but he could not remember exactly. He thought he had taken a few hours sleep on Tuesday or Wednesday night. He did this by falling asleep at his instrument. Bride was carried up to the wireless room on Wednesday afternoon. He could not stand and was very weak. Sick as he was, Bride remained to send off the list of third cabin passengers saved.

Got the Cheater's Message.

Q. Were you at the instrument when the message from the Cheater was received? A. Yes, sir, I took it. Q. Did you reply to it? A. Yes, sir.

Cottam further on said that Bride, despite his weakness, sent and received many messages, stood a watch in the work, but he could not have sent the "all saved" message. The wireless equipment of the Carpathia he described as old fashioned, with an extreme range of about 250 miles. He used the standard wave lengths, and he used a plain aerial most of the time, without any tuning set.

C. Q. D. Received by Chance.

Cottam later told the committee very quietly that it was just by the barest

for him. Senator Smith wanted to know if they concerned the speed of the ship.

"Coming around from Belfast there were messages transmitted from Mr. Ismay regarding the speed of the ship," was the answer.

Bride said he understood Mr. Ismay had been aboard in this tuning up trip and the messages referred to the trials which were held in Belfast Lough. The messages were sent to the White Star offices in London. He did not see Mr. Ismay after leaving Southampton. Mr. Ismay had not come into the wireless office at any time and Bride could not remember whether any messages had been transmitted for him or received for him. There were so many, he explained. Bride could not say as to Phillips, but he was certain that Phillips had sent any message for Mr. Ismay after the collision.

No Messages as to Speed.

Q. Can you recall whether the captain of the vessel received any message from the White Star Company on Sunday regarding the movement, the direction of the vessel or its speed? A. No, sir, he did not.

Q. How do you know that? A. Be-



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chance he had ever received the C. Q. D. call of the Titanic. He was just going to bed; had undressed, in fact, but before retiring he walked around with the receivers to his head. He had just called the Parisian and was waiting for an answer. He knew pretty generally what ships would be in his neighborhood because of the charts issued by the Marconi people giving this information. If the reply of the Parisian had come he would have closed his instruments and gone to bed.

Q. What was this first message? A. "Come at once."

Q. That was the distress signal and then he sent his position.

Q. What was the "Old Man"? A. It was a complimentary remark passed in the wireless service.

Q. That was pretty serious time for complimentary remarks, was it not? A. It was not necessary. I struck it off and reported it verbally to the captain.

Q. How from the minute you were in communication with the Titanic until the last message came from the Titanic.

Q. That last message said the boiler room was filling with water? A. Yes, sir. It also said: "Come as quickly as possible, she is taking water and it is up to the boilers." I took that message to the captain.

Q. Did the captain reply? A. Yes, sir. He told me to tell the Titanic that he was coming as fast as possible, at a good fifteen or sixteen knots. He told me to tell her to have her boats ready and he would have ours all ready.

Q. Did you send any messages after that? A. Yes, sir, I repeated that one "coming" many times. I got no answer.

Many Tolls His Story.

Then came young Bride, curly haired, blue eyed, brought in on an invalid's chair. His foot bandaged up where it was frozen. He is a rosy checked boy when he is in health, but he was pale yesterday. There was no sign of suffering about him and the only indication of the strain was in the occasional clashing and unclashing of his hands. He was from London, 22 years old, educated for eight months at the Wireless School, Clapham. He had been three times to New York before; once down to Brazil. He had been second man on the Lusitani for a trip or two. He was assistant to Phillips, the chief operator, was an employee of the Marconi company, which pays him \$4 a month with board.

Bride joined the Titanic for her tuning up trip to Belfast and then went aboard at Southampton on the night of April 9, rather late it was, and turned in. He did not know very much about the trial tests of the ship; he had been busy with his superior in tuning up the wireless, which was a splendid apparatus with the very latest in everything. She could send a message 400 miles in the daytime, while at night her range was practically limitless.

Bride explained this by saying that this referred to freak messages which could come from any distance. His watch was six hours at a time and in the trip across to Cape Race he and Phillips had sent 250 messages besides receiving nearly as many. The weather was most favorable.

Young Bride, who answered crisply and intelligently, caused a laugh when Senator Smith asked him if there were any White Star officers aboard. "There were," he said. "I saw the chief operator, Mr. Ismay, and the chief operator, which pays him \$4 a month with board."

Bride said that the reason he had not taken the message the first time was that he was busy making up accounts. He had the telephone to his ears, but made no reply. He worked for about thirty minutes and then when the message to the Baltic came along he took it down.

Q. Just what hour was this? A. Late in the afternoon.

Q. Of Sunday? A. Yes, sir, I should say it was about 6 o'clock.

Q. About six hours before the calamity? A. Yes, sir.

Senator Smith followed that warning message with great persistence. He established that the first call might have been made around 4:30 o'clock, and the Baltic message had been caught around 5 o'clock. He simply waited until the Baltic had received it and then knowing it was the same one he would have received he confirmed its receipt by wireless. He confirmed it direct. He sent simply the code letters "R. D." which means received, with the code letters of the Titanic, N. G. Y.

Q. Now, once more I would like to have you tell me the exact wording of that message? A. It said the Californian had passed three large icebergs and gave their latitude and longitude.

Q. And gave their latitude and longi-

cause I should have delivered it. I saw the captain's messages. I was delivering them to Mr. Phillips.

Bride saw all messages, because they would have to be checked up in making up the accounts. The accounts had been made up for Saturday, but not for Sunday. He was positive that no speed message had been received. No such message had been sent from the Titanic either. There was communication with a ship on Saturday afternoon in which the two commanders exchanged compliments and talked about the weather they were having.

Warnings of Icebergs.

Q. Were you on duty when the wireless message was received from the America regarding the proximity of icebergs in that latitude? A. I have no knowledge of any wireless received from the America regarding any iceberg. Mr. Phillips might have received one, but I did not.

Q. Have you heard that such a message was received? A. No, sir. Mr. Phillips never said anything about it to me.

Q. Did you talk to the captain about it? A. No, sir, there was a message received in the afternoon—late in the afternoon.

Q. Regarding this ice field? A. Yes, sir, from the Californian. It might have been the Californian. It gave the signal M. W. L., you can find that out.

Q. Go ahead. A. I received the message myself and delivered it to the captain. It stated that there were three large icebergs, that the ship had just passed, and it gave their position.

Q. What was the hour of the day? A. Late in the afternoon, but I cannot give the hour; it was an unofficial message.

Q. Who was it from? A. From this ship.

Q. The Californian? A. This ship with the call signal of M. W. L. its code signal.

Bride said that he was not sure it was the Californian, but Mr. Sammie, an engineer of the Marconi, arose at this point and said it was the Californian. Then Senator Smith returned to young Bride, sitting back with his feet propped up on pillows.

Q. Now I want to know just what that message said? A. In the first place, sir, the Californian had called me with an ice report. I was rather busy at the time and did not take it in just then. She did not call again, but transmitted it to the Baltic and as she was transmitting it, I took it down. I took it to the captain, but it was unofficial and I did not copy it.

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Q. And gave their latitude and longi-

tude? A. Yes, sir, had passed pretty close to them.

Look Message to the Bridge.

Q. Do you recall the latitude and longitude? A. No, sir.

Q. Did you make a record of this message? A. No, sir, I wrote it on a slip of paper and handed it to the bridge.

Q. Intending to make a permanent record of it? A. No, sir; it was unofficial.

Q. Now you took this message to the captain? A. No, sir; to the officer on the bridge.

Q. Who was the officer on the bridge? A. Could not say, sir.

Q. Was it Mr. Lightoller? A. I could not tell you.

Q. You do not know whether it was the first or second officer? A. I did not know any of the officers except by sight. I did not know their names. I took it to the officer on the bridge.

Q. At what hour? A. A little after 5, sir.

There was more questioning on this point, but Bride could not remember; he did not know whether it was Murdoch or any of the others.

Q. I want to know whether you communicated with the captain? A. No, sir.

Bride did not receive any further messages about icebergs and he was quite positive that Phillips had not either or there would have been mention of it. He did not recall any communication from the America. Phillips went on duty at 6 o'clock and was on duty the rest of the night, except for dinner between 7 o'clock and 7:30.

Bride's Story of Collision.

Then began the quiet, straightforward story of the collision from the wireless man's standpoint:

Q. Where were you at the time of the collision? A. In bed, sir.

Q. Where was that room? A. Adjacent to the apparatus. A door was between Mr. Phillips and I occupied that room.

Q. Were you asleep? A. Yes, sir.

Q. Were you awakened by it? A. No, sir. I awakened about five to ten minutes later, I figure.

Q. You remained in bed until about 12:05? A. No, sir; it was this side of 12, sir.

Q. Then you were aroused by the impact? A. No, sir, I had promised to relieve Mr. Phillips a little earlier than usual and I got up.

Q. And dressed yourself? A. I went up

to speak to Mr. Phillips before. I had only pajamas on.

Q. What did you say to him? A. I asked him how things were going on.

Q. What did he say? A. He had a big batch of telegrams he had just finished, telegrams for Cape Race.

Q. This was after the collision? A. After the collision.

Q. What did you do? A. I went back and dressed.

Q. But didn't Phillips tell you something? A. Oh, yes. He said the boat had got damaged some way and he expected we would have to go back to Harland & Wolff's, the builders, at Belfast.

Q. Now what did you do then? A. I took the watch with him.

Q. What was he going to do? A. He was going to retire.

Q. Where did he go? A. Well, he got into the other room and then the captain came in.

Captain Ordered Call for Help.

Q. The captain came in personally? A. Yes, sir.

Q. What did the captain say? A. He told us we had better get assistance.

Q. Can you tell us in his language? A. This is exactly what he said. He said: "You had better get assistance." Mr. Phillips heard him and came out and asked him if he wanted to send a distress call, and he said, "Yes, at once."

Q. Who sent this? A. Mr. Phillips.

Q. You turned the instrument over to him? A. Yes, sir.

Q. Was the message sent immediately? A. Yes, sir.

Q. You know what that message was? A. Yes, sir—"C. Q. D." about a half a dozen times and then "N. G. Y."

Q. What do you mean by that? A. The recognized distress call, and N. G. Y. is the code call for the Titanic.

C. Q. D. and S. O. S.

Bride did not know the meaning of the calls, only their effect, its force and importance. The Senator pressed him and at last turned to Mr. Marconi. The wireless inventor said C. Q. D. was the code of the Marconi companies known to all. C. Q. means that all stations must listen and means danger. This call will in time be superseded by the S. O. S. decided upon by the Berlin convention. He had no idea of the meaning of those letters. They were simply arbitrary letters.

Q. How long after Mr. Phillips was sending did the first reply come? A. As far as I know immediately, sir.

Q. Immediately? A. As far as I know. You see I could hear what he was sending but I could not hear what he was receiving because he had the telephones to his ears.

Q. What did he tell you? A. He told me to go to the captain and report the Frankfort, a German boat.

Q. What do you mean by that? A. He was in communication with the Frankfort, a German vessel; he sent the Frankfort a message.

Q. Was the Frankfort the first ship to pick up the call? A. Yes, sir.

Q. What do you deliver that message to the captain? A. Yes, sir.

Q. Where was he? A. On the boat deck.

Q. On the boat deck—on the bridge? A. On the boat deck, the deck where the lifeboats were.

Q. What did he say in reply when you handed him the message? A. He wanted to know where she was; her position.

Q. What did you say? A. I told him I would get it for him as soon as we could. I went back to the cabin and found Mr. Phillips waiting for the position of the boat.

Q. What was the next message received by Mr. Phillips? A. From the Carpathia.

Q. Did the Carpathia give her location? A. Yes, sir.

Q. What did the Carpathia say? A. She said she had turned around and was coming as quick as possible.

Q. What was done with this message? A. I took it to the captain, who had gone back to the bridge. He was in the wheel house.

Q. What did the captain say? A. He came back to the room with me.

Q. What place was he in communication with? He interrupted Mr. Phillips, who had got the Olympic, so the captain worked out the difference in position between the Titanic and the Carpathia, roughly estimated it, that is. Then he went out of the cabin and we still continued to exchange, exchanging messages that is.

Q. What was done then? A. Mr. Phillips went outside to look around and I took the phones.

Q. Now, I understand from you that the first response to the C. Q. D. call was from the Frankfort? A. Yes, sir, a German line boat, the North German Lloyd, I believe, sir.

Q. Did you receive any further communication from that vessel? A. Not then, sir. We transmitted our position to the Frankfort and his reply for us was to "stand by," that is to wait for answer.

Q. Does that mean, "I am coming"? A. No, sir; it means "Wait, I am going to come back to the apparatus again."

Q. Where was the Frankfort headed for? A. I believe she was bound east, I do not know for a certainty.

Bride said that he did not know whether the Frankfort had been in communication with the Titanic during the day; a number of vessels were in wireless range.

Q. Do you know the Frankfort's position? A. No, sir.

Frankfort Closer Than Carpathia.

Q. Did any one say to you that he thought the Frankfort was nearer than any other ship? A. Yes, sir. Mr. Phillips

Q. Did you continue to send messages up to that time? A. When we had finished with the Frankfort Mr. Phillips went out to see how things were going and I tried to get the Baltic. It was not very satisfactory. I told her we were sinking very fast and could not save the ship. Then Mr. Phillips came back. He said it looked a bit queer outside and we had best put on our life belts.

Q. Did you act on this? A. Yes, sir.

Q. At that time had all the lifeboats been lowered? A. I cannot say, sir.

Q. You paid no attention to what was going on outside, the lifeboats or anything else? A. Beyond what Mr. Phillips said about it looking a bit queer, I knew nothing.

Q. What did you do then? A. Mr. Phillips sat down at the apparatus and sent out general distress call again and again, and I think our lamps were beginning to run down. We could not get a good spark. We could not hear the spark which was in another room.

Q. What did you do? A. At Mr. Phillips suggestion I started to get up my spare money and put on my coat.

Waited for the Captain's Word.

Q. How did you expect to leave the ship? A. Had to wait until the captain told us first; he came along shortly after this and told us to look out for ourselves; then we left.

Q. You waited until the captain told you to leave the ship? A. Why, yes, sir, certainly.

Q. How long was this before the ship sank? A. I should say about fifteen minutes.

Q. Did the captain indicate what he was going to do? A. No, sir; just said: "Look out for yourselves."

Q. When you went out there were other persons on the deck? A. Oh, yes, sir, running around. They were on the deck, some with life belts on, others without. A woman came into our cabin and fainted. We gave her a glass of water and her husband came up and took her away.

Bride then told how he had gone out to

"The less time you spend talking about it after you have given the call and your position, the better it is," he told the Senator. "It is time for action then."

Bride never gave the Frankfort any more information and did not know whether she learned from the others of the situation.

C. Q. D. Common in All Languages.

Senator Smith gave Bride a rest here while he called Cottam back to find out whether the Carpathia ever had the Frankfort in communication. Cottam said they had not heard from that ship. Bride then came back and said that it was not a question of the operator not understanding English, for code calls were universal, meaning the same thing in all languages.

Bride said it was considered unnecessary to send any further information to the Frankfort because it would take too much time from communication with the ships that were coming up. Senator Smith continued his questions at some length on this point. He wanted to know whether the boys had not lost their temper; if it would not have been just as well to reply they were sinking as to call the man a fool, and then he asked if differing languages or races had anything to do with it, even differing wireless systems.

Bride answered sturdily that C. Q. D. was enough, and it was better not to waste time on a man who could not appreciate that call. Mr. Marconi interrupted at this point to say that the Frankfort is equipped with Marconi instruments from the German company using his patents. He is a director of that corporation.